

Bill Stacy joined the South Australian Engineering Heritage Subcommittee in April 1983, representing the Highways Department (later Transport SA). Bill was one of the many members who petitioned for the formation of a separate branch, attended the inaugural meeting, and was a member of the foundation committee in 1988. He has continued to be a consistent supporter of the committee and in 2003 took on the role of Acting Chairman to ensure continuity in the Engineering Heritage Branch.

While Bill was the Highways Department's Bridge Inspection Engineer, he contributed to the Historic Bridges series published in the staff journal, developing it into a valuable record of the State's engineering heritage (including the first prestressed concrete bridge in SA).

Bill has published a number of papers and articles on technical and heritage topics which have appeared in national journals and the multi-disciplinary transactions of Engineers Australia; his paper on the history of timber bridge building was published in the *Journal of the Institute of Wood Science*.

In 1978 Bill spent a year in Newcastle-upon-Tyne working on the Redheugh Bridge project and in 1992-93 was seconded to the US Strategic Highway Research Program. In both cases, when he returned to Australia, Bill gave a series of talks on his experiences as well as writing reports and articles.

He initiated and contributed to *Highway through the Hills*, a booklet published when the Adelaide-Crafers Highway (incorporating the Heysen Tunnels) was opened in 2000. He has also conducted tours exploring the heritage of Adelaide Hills roads and contributed chapters on these topics to several published histories.

Bill's research on consulting engineer Frank Hurren was published in the *Journal of the Historical Society of SA* and in the *Wakefield Dictionary of Biography*. Bill has also served as Treasurer of the Society.

Bill is often consulted on technical heritage matters and maintains a keen interest in every bridge and road in South Australia. He believes passionately that the engineering heritage of this State must not be lost, not because of misty nostalgia but because our and future generations can always learn from past problem-solving and also because the sheer beauty of past solutions should be honoured.